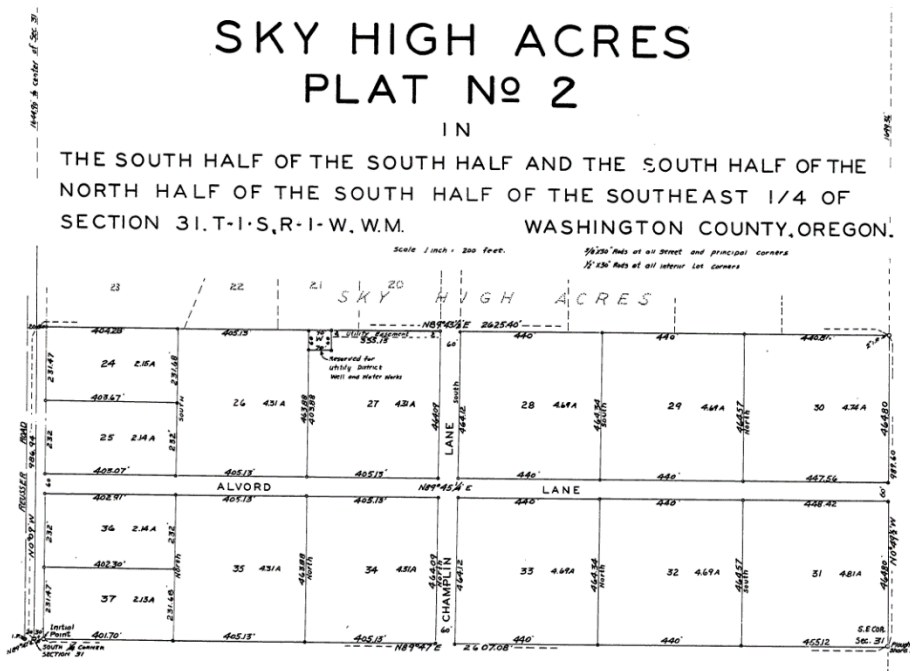


South Cooper Mountain Concept Plan

Evaluation of Alvord Lane Neighborhood Route Extension and Connections



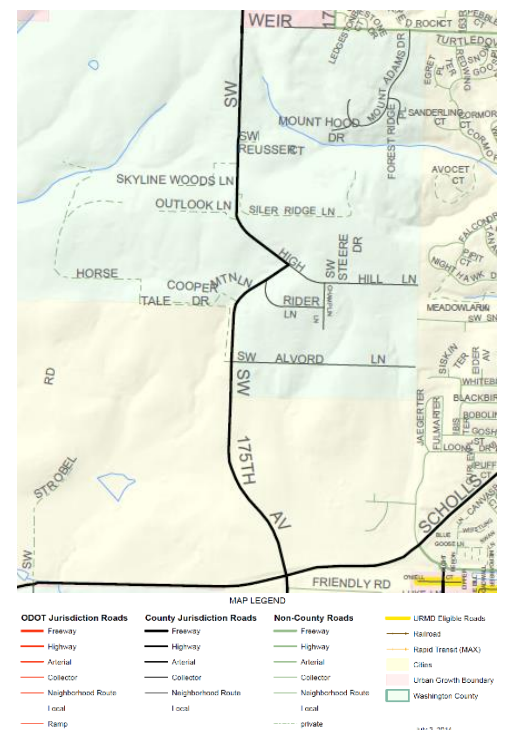
Alvord Lane, existing conditions



Alvord Lane is within the Urban Reserve Area (URA). Depiction of Alvord Lane as a Neighborhood Route in the Concept Plan does not indicate near-term right-of-way improvements. Future expansion of the Urban Growth Boundary (UGB) would need to occur prior to development of a Community Plan for the URA; which is not expected to occur within the next ten years or more based upon existing land available within the regional UGB for residential development. If this URA were to be added to the UGB, the Community Plan process for the area would be guided by the Concept Plan. Development of a Community Plan includes a much closer analysis of the viability of plan elements, including transportation connections.

Public or Private Street?

Alvord Lane is a public street. The plat filed for creation of Sky High Acres No. 2 (circ. 1952), left, included dedication of Alvord Lane and Champlin Lane. Further, Washington County's Urban Road Maintenance District map, below, which depicts many different types of road including private and public, depicts Alvord Lane as a public Local road (not subject to urban road maintenance).



Beaverton's Transportation System Plan (TSP)

The TSP Functional Classification Map, Figure 6.4, depicts the street network of existing and proposed Neighborhood Routes, Collectors, Arterials, and Freeways within and immediately surrounding the boundaries of the City of Beaverton to serve current and future community.

The current ordinance adoption proposal only includes amendments to the TSP to implement the Community Plan. These amendments include adoption of a TSP Functional Classification map for the South Cooper Mountain Community Plan area inclusive of the East-West Collector connection to Loon Drive/Barrows/Scholls Ferry. The portion of Loon Drive that is being modified is consistent with the City's Collector standards.



Siskin Terrace, north end looking north into Tenax Woods Natural Area

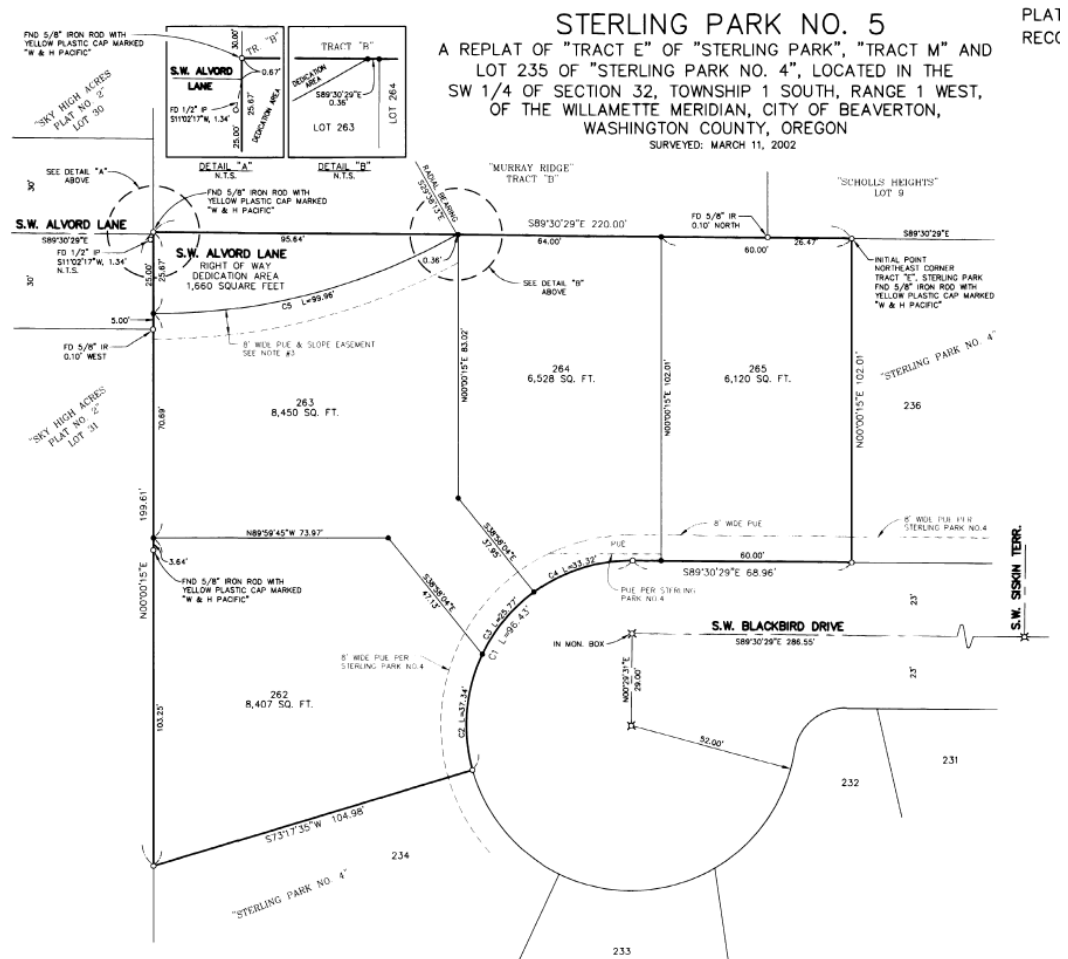
The City does not propose modification of the existing Functional Classification Map for those connections and street locations depicted on the City's 2035 TSP (adopted in 2010) other than adding the East-West Collector connection to Loon Drive/Barrows/Scholls Ferry. This includes the depiction of:

- Alvord Road as a Neighborhood Route to the west
- Future Neighborhood Route connection between Alvord and Siskin
- Existing Neighborhood Routes of Siskin and Blackbird

Modifying the City's existing TSP is a larger endeavor than can be addressed appropriately in development of a Concept Plan for the Urban Reserve Area or is development of a Community Plan for non-contiguous area.

Sterling Park No. 5

Sterling Park No. 5 (circ. 2002) allowed for development of the northwest corner of the larger Sterling Park neighborhood. As part of that approval and as depicted on the plat to the left, a 1,660 square foot sliver in the very northwest of the neighborhood was dedicated as Alvord Lane right-of-way. This dedication roughly aligns with the east end of the southern half of Alvord Lane in the Urban Reserve Area. The expectation would be that **IF** the property north of Sterling Park and west of the Urban Growth Boundary were to develop, further street dedication and a street connection, or stub to the east, could be made.



(R1) MURRAY RIDGE - PLAT
(R2) STERLING PARK NO. 4 -
(R3) STERLING PARK NO. 5 -
(R4) STERLING PARK NO. 2 -
(R5) SURVEY NUMBER 17,540
(R6) SURVEY NUMBER 27,629